

20070626.ba v04\_n063.bam.20070626

>From ???@??? Mon Jun 25 21:41:49 2007 -0500  
Date: Tue, 26 Jun 2007 02:40:30 GMT  
From: Old Tube Radios <boatanchors@theporch.com>  
To: Old Tube Radios <boatanchors@theporch.com>  
Subject: BOATANCHORS digest 4063  
Message-Id: <20070626024035.B1DA5470150@srvr1.theporch.com>

BOATANCHORS Digest 4063

Topics covered in this issue include:

- 1) Re: Solid State Rectifier Repalcement For 51J Radios & Others  
by "Tom Rauch" <w8ji@contesting.com>
- 2) Re: Looking for HP 5425L schematic  
by Ed Zeranski <ezeran@ezeran.cnc.net>
- 3) Carl & Jerry Poptronics reprints  
by "Nick England" <nick@3rdtech.com>
- 4) Re: Looking for HP 5425L schematic  
by "Arden Allen" <gumbear@pacbell.net>
- 5) Re: Solid State Rectifier Repalcement For 51J Radios & Others  
by "Arden Allen" <gumbear@pacbell.net>
- 6) Re: Solid State Rectifier Repalcement For 51J Radios & Others  
by "Tom Rauch" <w8ji@contesting.com>
- 7) Re: Carl & Jerry Poptronics reprints  
by stuck in 50s <polepeeg@aa4rm.ba-watch.org>
- 8) For Sale: National NC-2-40D Receiver  
by John Sehring <jsehring@siouxvalley.net>
- 9) Follow Up to my NC-2-40D For Sale  
by John Sehring <jsehring@siouxvalley.net>
- 10) Re: Want to Save 500kc? Here's how!  
by "David's Mail" <arc5@ix.netcom.com>
- 11) Re: Solid State Rectifier Repalcement For 51J Radios & Others  
by "Arden Allen" <gumbear@pacbell.net>
- 12) Re: Want to Save 500kc? Here's how!  
by Richard Dillman <ddillman@igc.org>
- 13) Re: Solid State Rectifier Repalcement For 51J Radios & Others  
by "Tom Rauch" <w8ji@contesting.com>
- 14) NCX-5 and NCX Mrk II w VFO  
by "stanleybadams" <stanleybadams@yahoo.com>
- 15) Night of Nights VIII - Official Announcement  
by Richard Dillman <ddillman@igc.org>

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Message-ID: <002601c7b72b\$decaae10\$640fa8c0@radiatoroom>  
From: "Tom Rauch" <w8ji@contesting.com>  
To: Old Tube Radios <boatanchors@theporch.com>

Cc: "Arden Allen" <gumbear@pacbell.net>  
Subject: Re: Solid State Rectifier Replacement For 51J Radios & Others  
Date: Mon, 25 Jun 2007 09:22:15 -0400  
MIME-Version: 1.0  
Content-Type: text/plain;  
    format=flowed;  
    charset="iso-8859-1";  
    reply-type=original  
Content-Transfer-Encoding: 7bit

>I guess you mean film resistors? I did not know they had  
>a voltage rating. I use carbon  
> resistors, may not be a problem. Voltage across each  
> is less than 1000volts in my application. Russ.

Hi Russ,

While not often considered when repairing or in low voltage systems, all resistors have a voltage rating. It's generally in the few hundred volt range for a 1/4w or 1/2w resistor, and it takes a special resistor to safely handle more than several hundred volts. At Heathkit and Ameritron we paid about a half buck each for HV resistors (used in anything over 500V), and that was buying in several thousands.

Not only does the resistor have to handle the applied voltage without internal arcing, even the application of HV NOT exceeding the rating will greatly decrease resistor life in some carbon resistors. Carbon resistors also age and change value, the carbon often tending to drop resistance from application of HV or heat...or increase if moisture is the problem. Carbon resistors almost always decrease the reliability of a diode string. They aren't even good across electrolytic caps, as a matter of fact carbon resistors are a leading cause of capacitor failure when used as equalizers in series capacitor strings!

The best thing for series rectifiers is to use diodes of the same type and batch, and just not use the resistors at all. For electrolytics or other applications metal based resistors are very much safer and superior.

Diodes are very reliable now even without anything across them if all are from the same manufacturer batch.

73 Tom

-----  
From: Ed Zeranski <ezeran@ezeran.cnc.net>  
To: Old Tube Radios <boatanchors@theporch.com>  
Subject: Re: Looking for HP 5425L schematic  
Cc: old tube radios <boatanchors@theporch.com>  
Date: Mon, 25 Jun 2007 06:30:11 -0700 (PDT)  
MIME-Version: 1.0  
Content-Type: text/plain; charset="utf-8"  
Content-Transfer-Encoding: quoted-printable  
Content-Disposition: inline  
Message-Id: <20070625133012.16FC959C5E@arkroyal.cnc.net>

I have a manual I can loan you if no other source shows up.=20

EdZ KG6UTS

---- John Gillespie <jgillespie@porchlight.ca> wrote:

>  
> Hi Charles:  
>=20  
> I have a 5245L as well, and it acts up every year in the early spring=  
by  
> refusing to count. In my case the on/off sample rate control pot is the  
> achillies heel. I think it is affected by dampness in the air. It runs =  
all  
> winter perfectly while the heating system is on and quites as soon as the  
> weather turns nice, its been doing it for ten years at least. If I turn=  
it  
> off and on rapidly a bunch of times it oftens restores the count. When  
> desperation finally kicks in, I pull it off the shelf and clean the pot =  
and  
> its good for another season. Also I find the boards are prone to oxidati=  
on  
> at the edgeboard connections. Every once in a while I pull the boards and  
> clean the edge pcb connections. Both methods have restored mine to a ful=  
ly  
> functioning unit too many times to remember, hihi. Good luck.....john  
>=20  
> Subject: Looking for HP 5425L schematic  
>=20  
>=20  
> > I have acquired an inexpensive HP 5245L counter in nice condition -  
> > except that it doesn't count!  
>=20  
>=20

-----  
Date: Mon, 25 Jun 2007 12:09:54 -0400

From: "Nick England" <nick@3rdtech.com>  
Subject: Carl & Jerry Poptronics reprints  
To: Old Tube Radios <boatanchors@theporch.com>  
Message-id: <00e001c7b743\$47f3a470\$2f0212ac@Heathkit2>  
MIME-version: 1.0  
Content-type: text/plain; charset=us-ascii  
Content-transfer-encoding: 7bit

Forgive me if this was already covered - I just found out that all the Carl & Jerry stories from Popular Electronics magazine are being reprinted thanks to the efforts of K7JPD.

<http://www.copperwood.com/carlandjerry.htm>

Thanks to a friend, I got to read the 1954-58 stories this weekend - what great fun!

73 & Have Fun,  
Nick KD4CPL

-----  
Message-ID: <005301c7b759\$aaffa0940\$4ea0480c@KB6NAX>  
From: "Arden Allen" <gumbear@pacbell.net>  
To: Old Tube Radios <boatanchors@theporch.com>  
Cc: "old tube radios" <boatanchors@theporch.com>  
Subject: Re: Looking for HP 5425L schematic  
Date: Mon, 25 Jun 2007 11:36:36 -0700  
MIME-Version: 1.0  
Content-Type: text/plain;  
charset="iso-8859-1"  
Content-Transfer-Encoding: 7bit

> .....Every once in a while I pull the boards and  
> clean the edge pcb connections. Both methods have restored mine to a  
fully  
> functioning unit too many times to remember, hihi. ...

Treating the connector contacts and board fingers with a proper metal protectant will extend that maintenance period to ten years or more. Caig Pro-Gold should do the job. Just "cleaning" the connectos is just exposing fresh metal to the corrosive atmosphere. A contact lubricant also keeps dust particles in suspension keeping them from contributing to a corrosion stew.

Arden Allen  
KB6NAX

-----  
Message-ID: <005401c7b759\$b19087c0\$4ea0480c@KB6NAX>

From: "Arden Allen" <gumbear@pacbell.net>  
To: Old Tube Radios <boatanchors@theporch.com>  
Subject: Re: Solid State Rectifier Replacement For 51J Radios & Others  
Date: Mon, 25 Jun 2007 11:47:51 -0700  
MIME-Version: 1.0  
Content-Type: text/plain;  
charset="iso-8859-1"  
Content-Transfer-Encoding: 7bit

> ....as a matter of fact carbon resistors are a leading cause of capacitor failure when used as equalizers in series capacitor strings! .....

This could also be a chicken and egg scenario. If a capacitor opens irrespective of the resistor condition the full ripple voltage gets applied to the resistor. The smoked resistor gets blamed.....?

> .....The best thing for series rectifiers is to use diodes of the same type and batch, and just not use the resistors at all .....

This is based on the theory that diodes from the same batch will have tracking reverse leakage current temperature coefficients. It's generally a safe approach. But knowing the sourcing of my diodes I'll stick with the resistors ;-)

Arden Allen  
KB6NAX

-----  
Message-ID: <00ab01c7b75d\$559f1900\$640fa8c0@radioroom>  
From: "Tom Rauch" <w8ji@contesting.com>  
To: Old Tube Radios <boatanchors@theporch.com>  
Subject: Re: Solid State Rectifier Replacement For 51J Radios & Others  
Date: Mon, 25 Jun 2007 15:16:20 -0400  
MIME-Version: 1.0  
Content-Type: text/plain;  
format=flowed;  
charset="iso-8859-1";  
reply-type=original  
Content-Transfer-Encoding: 7bit

>> ....as a matter of fact carbon resistors are a leading  
>> cause of capacitor  
> failure when used as equalizers in series capacitor  
> strings! .....

>

> This could also be a chicken and egg scenario. If a  
> capacitor opens

> irrespective of the resistor condition the full ripple  
> voltage gets applied  
> to the resistor. The smoked resistor gets blamed.....?

Absolutely not. We have statistics from dozens of failed electrolytic strings as well as strings prior to failure.

The leading cause of electrolytic failure in Dentron amps is the 100K 2W carbon across the caps. They age down in value until they eventually crack and open.

Sylvania had that problem with color TV's where they used carbon dropping resistors to power color amps driving the CRT. They even started house fires.

> safe approach. But knowing the sourcing of my diodes I'll  
> stick with the  
> resistors ;-)

Not if the resistor is a 250V part across a 1kV diode. Or a carbon with uncontrolled aging or very poor MTBF. Using resistors almost always decreases reliability.

The fact is when the diode, assuming a weak one, starts to go into reverse conduction it actually zeners at that voltage. This means it shifts the excess reverse voltage burden to the better diodes. Using resistors actually works against that, and can force enough current to damage a leaky diode.

Resistors are a bad enough idea when high quality, and it is especially bad when an unreliable 250V carbon part is placed across a 100V rated diode.

That's why the SB220 and other amps never used them. Neither do those big block rectifier strings in epoxy.

73 Tom

-----  
Date: Mon, 25 Jun 2007 15:59:27 -0400 (EDT)  
From: stuck in 50s <polepeeg@aa4rm.ba-watch.org>  
Message-Id: <200706251959.15PJxRj0024232@fracas.netboobie.org>  
To: Old Tube Radios <boatanchors@theporch.com>  
Subject: Re: Carl & Jerry Poptronics reprints

Just read the 2.4 gig police radar jam tale

[http://www.copperwood.com/Carl\\_and\\_Jerry-V05N04-Abetting\\_Or\\_Not.pdf](http://www.copperwood.com/Carl_and_Jerry-V05N04-Abetting_Or_Not.pdf)

Me'n a pal did the same thing in '57 in mom's '57 Rambler

cavity oscillator had 446 tube w. filament resistor-dropped fm 12V. Power by vibrapack. We just guessed thing might have an effect.

Cinti police used gizmos that looked like sirens on a mic stand. Often set up on Langdon Farm Rd.

We whumped 'em several times by, we gessed, just plain overload. Cud see 'em checking cables, inside stuff, etc. after a pass.

And we passed cautiously & sparingly so's not to give away it was black & white Rambler that was culprit.

So roll forward 50 years & what recent surplus comes my way but a APG-5 range-finder radar fm '45-'51. & there, I just realized, was the LO cavity we used in '57.

Wudda never correlated it hadn't I just read the story. DANG, cavity acted like Mr. Peabody's way-back machine

Tnx Nick, tnx 'JPD Jeff!

Marty

...hey in the where's Waldo dept., notice the BC-611s in the story

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Content-Disposition: inline

Content-Transfer-Encoding: binary

Mime-Version: 1.0

From: John Sehring <jsehring@siouxvalley.net>

To: Old Tube Radios <boatanchors@theporch.com>

Subject: For Sale: National NC-2-40D Receiver

Content-Type: text/plain

Message-Id: <20070625201008.BF399358F20@filter1.e-filtering.net>

Date: Mon, 25 Jun 2007 14:10:08 -0600 (MDT)

I have a very nice National NC-2-40D with matching National speaker for sale.

I don't think there are too many of these around so I'd like to describe it in detail for the assembled multitude:

What a nice design, done just after WWII! Beautiful construction, heavy-duty & first class all the way, kinda reminds me a bit of MIL-spec stuff. Heavy-gauge

welded chassis, this is a 70 lb. radio; it measures 19"W x 12"D x 11"H, color is medium gray, crackle finish.

Has sliding turret band change mechanism on 2 rails, gear driven; all the coils are mounted in a rigid, deep aluminum casting that moves horizontally to engage each coil set with contacts of the RF, mixer & HF oscillator circuits and variable 3-gang tuning capacitor. Each individual coil set (uses air core coils & mostly air trimmers) sits in its own well for complete shielding & isolation.

This gives both highest Q as with plug-in band sets and ease of band change. All ceramic tube sockets and ceramic insulators on the VC; the coil sets use mica-filled phenolic supports. The large 3-gang variable capacitor is of highest National quality...no metal stampings here. One large knob does both band changing and tuning, interesting!

Has general coverage (490 kHz to 30 MHz) in 6 ranges plus separate ham bands (minus 15 m of course, and 160 m doesn't need it). General coverage frequency range ratios are all 2:1, which is optimum. Single-conversion (455 kHz IF), has xtal filter & 5 degrees of selectivity, xtal phasing control. Has adjustable series-type noise limiter and illuminated S-meter. Tone control, BFO pitch control, AF & RF gain controls, standby switch, phone jack & phono input on front panel,.

The power transformer is husky & runs cool on 120 or 240 VAC; dual choke/dual cap filter. The IF cans are large & very sturdy (the one with the xtal filter in it has removable side plates for access), with plenty of space inside for high-Q coils & proper spacing of windings. Tuning mechanism is typical National, no strings, uses rim drive & gears, plus a gearbox to drive the vari cap. The VC plate shape gives almost linear frequency readout. Frequency indicator is tied directly to the gear box.

I resuscitated this radio very carefully using the best of BA multi-step revival techniques as I learned from this list! All important voltages measure nominal.

The radio is in stock condition (only a modern 2-wire AC power cord has been neatly added) otherwise appears totally original, e.g. wax caps & original electrolytics. Will need a capacitor replacement or two as the AGC voltage is not as much as it should be on strong signals. It has lived in a high desert climate all of its life so has zero rust; the chassis surface is just dusty but clean. The bottom side of the chassis & components are very clean. Note: The plastic(?) window on the dial is missing.

Includes original matching National 8 $\frac{1}{2}$  permanent magnet speaker with output transformer, wire & plug. The ivory-colored cloth in front of the speaker has minor stains. Speaker & radio sound very nice together, low distortion, lots of volume, best audio quality I've heard from an SW radio.

The cabinets have almost no scratches or nicks and will clean up vey nicely; the stainless-steel trim & chromed art deco feet on both cabinets are excellent. The knobs/skirts are in good-excellent condition. BTW, this is the ONLY radio I've



ever had whose appearance got an unsolicited thumbs up from my spouse for its attractiveness!

Tube line up, all octals: 6SK7 RF amp, 6K8 mixer, 6J5 HF osc, 6K7 1st IF amp, 6SK7 2nd IF amp, 6SJ7 BF0 (this tube was bad & I have no spare, so it's not included), 6SL7 infinite-impedance detector & noise limiter, 6V6 AVC amp/detector, 6SN7 AF amp & phase inverter, 2 x 6V6 audio output, 5Y3 HV rectifier. All tubes checked on mutual transconductance TT & measure at least to the bottom edge of OK, no shorts or grid emission.

Its only mechanical problem I know of: Tuning is very stiff. I've not gone too deeply into it but strongly suspect the gear box is filled with dried-out grease & will require disassembly & relube to remedy. I haven't attempted any electrical alignment as set is playing fine as is.

This radio will clean up to good to excellent condition, amazing after all these years. The frequency dial is almost perfect looking. As far as I know, this radio has had very few owners; it came from a vy OT ham.

I don't think National spared any expense on these radios. They were used in commercial service, e.g. by the old CAA & Pan American Airways.

Copies of National ops & service manual plus Rider's service manual included (printed from .pdf files available on the Web).

I have some pix of a completely restored NC-2-40D (not this one). I'll gladly send them via email.

Why am I selling this radio? It's a beauty & I'd love to keep it but I just don't have the space (my whole radio op room & work room are all in one small bedroom, so I have to be brutally selective about what I can keep) and there're many other radios ahead of it on my bench.

This radio is too heavy to easily & safely ship, IMHO. Instead, I will be in the States after about July 11 & I propose a mutually agreeable pickup point. My itinerary will include Alberta (Calgary & south), southeastern British Columbia, northern Idaho (could include northwest Montana), and the northern third of Washington, from Spokane to Seattle, and return. I am flexible as to time, route & place.

Price: \$325.

--John Sehring WB0EQ/VE6

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Content-Disposition: inline  
Content-Transfer-Encoding: binary  
Mime-Version: 1.0  
From: John Sehring <jsehring@siouxvalley.net>  
To: Old Tube Radios <boatanchors@theporch.com>  
Subject: Follow Up to my NC-2-40D For Sale  
Content-Type: text/plain  
Message-Id: <20070625201708.22DD8381852@filter1.e-filtering.net>  
Date: Mon, 25 Jun 2007 14:17:08 -0600 (MDT)

I just realized that the National NC-2-40D covers down to 490 kHz, making it mighty useful for listening to 500 kHz activity.

--John Sehring WB0EQ/VE6

-----  
Message-ID: <003e01c7b77e\$ebda40e0\$6401a8c0@boudreaux>  
From: "David's Mail" <arc5@ix.netcom.com>  
To: Old Tube Radios <boatanchors@theporch.com>  
Subject: Re: Want to Save 500kc? Here's how!  
Date: Mon, 25 Jun 2007 18:16:50 -0500  
MIME-Version: 1.0  
Content-Type: text/plain;  
    format=flowed;  
    charset="UTF-8";  
    reply-type=original  
Content-Transfer-Encoding: 7bit

Dick:

If I read this correctly, we still have to file Sched's D and G, giving technical details of equipment, any control points and antennas. I could use a little guidance on just how much they need. Looks like they need a bunch, like: "Enter the angle in the horizontal plane of the transmitting antenna main lobe measued clockwise with respect to True North in degrees,..... etc."

73 D.S.

-----  
Message-ID: <001d01c7b780\$fd311e20\$579f480c@KB6NAX>  
From: "Arden Allen" <gumbear@pacbell.net>  
To: Old Tube Radios <boatanchors@theporch.com>  
Subject: Re: Solid State Rectifier Repalcement For 51J Radios & Others  
Date: Mon, 25 Jun 2007 16:20:35 -0700

MIME-Version: 1.0  
Content-Type: text/plain;  
charset="iso-8859-1"  
Content-Transfer-Encoding: 7bit

> Absolutely not. We have statistics ....

Well, you know what they say about figures!

> The leading cause of electrolytic failure in Dentron amps is  
> the 100K 2W carbon across the caps. They age down in value  
> until they eventually crack and open.

That's the classical running at elevated temperature failure syndrome for carbon comps in the 10's of K's. Not a problem with wirewounds or metal oxides.

> Sylvania had that problem with color TV's where they used  
> carbon dropping resistors to power color amps driving the  
> CRT. They even started house fires.

No one is suggesting that poor design is the appropriate solution to reliability problems.

> Not if the resistor is a 250V part across a 1kV diode. Or a  
> carbon with uncontrolled aging or very poor MTBF. Using  
> resistors almost always decreases reliability.

It's the "almost" back door to your argument that suggests to me you have a law degree, Tom :-)

Let's parse your next example:

> ....Resistors are a bad enough idea when high quality,

Not agreed to.

> ...and it is especially bad when an unreliable 250V carbon part....

By all means, let's use "unreliable" parts.

> ....is placed across a "100V" rated diode. ....

Wouldn't that make a very long diode string for a Dentron amp?

> That's why the SB220 and other amps never used them.

That's sensible. Heath learned a thing or two making electronic products.

> ....Neither do those big block rectifier strings in epoxy.

You don't suppose they were hiding diodes from the same batch inside those blocks?

BTW, let's not confuse reverse breakdown voltage with reverse leakage. Not the same things. Always use a diode with a sufficient rating for an adequate safe margin against overload. Diodes from a batch whose leakage does not track within nominal margins (there's them figures again) are intrinsically defective but they represent a very small percentage of populations. The whole purpose of shunt resistors is to swamp leakage currents to assure more uniform reverse voltage distribution for the diodes in a string. That helps to avoid approaching reverse breakdown of an individual diode.

Arden Allen  
KB6NAX

-----  
Message-ID: <5476026.1182819796521.JavaMail.root@mswamui-billy.atl.sa.earthlink.net>

Date: Mon, 25 Jun 2007 18:03:16 -0700 (GMT-07:00)

From: Richard Dillman <ddillman@igc.org>

To: Old Tube Radios <boatanchors@theporch.com>

Subject: Re: Want to Save 500kc? Here's how!

Mime-Version: 1.0

Content-Type: text/plain; charset=UTF-8

Content-Transfer-Encoding: 7bit

>Dick:

>If I read this correctly, we still have to file Sched's D  
>and G, giving technical details of equipment, any control points  
>and antennas. I could use a little guidance on  
>just how much they need. Looks like they need a bunch,  
>like: "Enter the angle in the horizontal plane of the  
>transmitting antenna main lobe measured clockwise with  
>respect to True North in degrees,..... etc."

That is correct, schedules D and G must be filed. But for a MF antenna, which may well be omnidirectional, the information is pretty simple. You can view the original MRHS application, including Schedules D and G, at:

<http://www.radiomarine.org/601/>

A friend has just advised that a new station or new frequency has to be put in service within 12 months of the grant, something that's either new in the rules or

that I hadn't noticed.

RD

=====  
Richard Dillman, W6AWO  
Maritime Radio Historical Society  
<http://www.radiomarine.org>  
Collector of Harleys, Willys and  
Radios over 100lbs.  
=====

-----  
Message-ID: <00f501c7b78e\$ad09ad00\$640fa8c0@radiatoroom>  
From: "Tom Rauch" <w8ji@contesting.com>  
To: Old Tube Radios <boatanchors@theporch.com>  
Subject: Re: Solid State Rectifier Replacement For 51J Radios & Others  
Date: Mon, 25 Jun 2007 21:09:29 -0400  
MIME-Version: 1.0  
Content-Type: text/plain;  
    format=flowed;  
    charset="iso-8859-1";  
    reply-type=original  
Content-Transfer-Encoding: 7bit

>> ....Resistors are a bad enough idea when high quality,  
>  
> Not agreed to.

Then you are also disagreeing with most rectifier  
manufacturers.

Myself, I do what they suggest since they make the parts.  
There aren't any resistors in my rectifier stacks, and  
haven't been since the early 70's.

You can do what you like. :-)

I'm done.

73 Tom

-----  
From: "stanleybadams" <stanleybadams@yahoo.com>  
To: Old Tube Radios <boatanchors@theporch.com>  
Subject: NCX-5 and NCX Mk II w VFO

Date: Mon, 25 Jun 2007 21:37:50 -0500  
Message-ID: <000001c7b79a\$fdc76be0\$6001a8c0@stan>  
MIME-Version: 1.0  
Content-Type: text/plain;  
charset="us-ascii"  
Content-Transfer-Encoding: 7bit

Hello fellows, I am finally the proud owner of these two radios courtesy of our friend Barry Williams. Having been a National afficianado for many years, it finally became my turn.

What I am trolling for, is a set of National documentation with Service Bulletins. If someone has all the Service Bulletins handy and other notes made while troubleshooting, I would be glad to purchase if you would scan them and either email or CD me.

Regards

Stanley Adams  
Memphis RF Engineer  
W4SBA  
56th year birthday present

-----  
Message-ID: <9838242.1182825606738.JavaMail.root@mswamui-billy.atl.sa.earthlink.net>  
Date: Mon, 25 Jun 2007 19:40:06 -0700 (GMT-07:00)  
From: Richard Dillman <ddillman@igc.org>  
To: Old Tube Radios <boatanchors@theporch.com>  
Subject: Night of Nights VIII - Official Announcement  
Mime-Version: 1.0  
Content-Type: text/plain; charset=UTF-8  
Content-Transfer-Encoding: 7bit

All ships and stations please copy...

HISTORIC MORSE CODE RADIO STATION KPH  
RETURNS TO THE AIR FOR "NIGHT OF NIGHTS VIII"

Plus...

- o Station KFS will return to the air!
- o MRHS station KSM will be on the air.
- o Coast Guard station NMN to be heard for the first time since USCG ended the use of Morse!

o Coast Stations WLO, KLB, NMC, NOJ and NMN may join in.

o Amateur station K6KPH, with commercial operators at the key, will be QRV signal reports.

If you're not already a member, join the MRHS mailing list for late information. Just send an email message to:

Radiomarine-subscribe@yahoogroups.com

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It's hard to believe that this will be the eighth annual Night of Nights. What began as a modest effort on the part of a small band of dedicated enthusiasts has grown into a truly global event.

Listeners around the world wait with their earphones on to hear the first signals rise up out of the static. Many write wonderful letters with phrases like "It was tough going there for a while but I stuck with you through to the end!". Words like those let us know that we're on the right track and that this event is as close to the hearts of many other "true believers" as it is to ours.

In this eighth annual "Night of Nights", historic Morse code radio station KPH will return to the air in commemoration of the closing of commercial Morse operation in the USA.

Frequency and reception report information for all stations appear below.

KPH, the ex-RCA coast station located north of San Francisco, will return to the air for commemorative broadcasts on 12 July at 1701 PDT (13 July at 0001 GMT), 8 years and one minute after what was thought to be the last commercial Morse transmission in the US. Now the Maritime Radio Historical Society's own KSM carries on the tradition of commercial Morse.

These on-the-air events are intended to honor the men and women who followed the radiotelegraph trade on ships and at coast stations around the world and made it one of honor and skill.

Transmissions are expected to continue until at least midnight PDT (0700GMT).

Veteran Morse operators, including former KPH staff members, will be on duty at the receiving station at Point Reyes, CA listening for calls from ships and sending messages just as they did for so many

years before Morse operations were shut down.

The transmitters are located 18 miles south of Point Reyes in Bolinas, CA at the transmitting station established in 1913 by the American Marconi Co. The original KPH transmitters, receivers and antennas will be used to activate frequencies in all the commercial maritime HF bands and on MF as well.

Many of the KPH transmitters will be 50s vintage RCA sets. KFS will use a 1940s vintage Press Wireless PW-15 transmitter on 12Mc. This is the transmitter that was in service at KFS on the "last day" of American Morse and is thought to be the last PW-15 in service in the world. The transmitting antennas include a Marconi T for MF, double extended Zepps for 4, 6 and 8Mc and H over 2s for 12, 16 and 22Mc.

KPH will send traffic lists, weather and press broadcasts as well as special commemorative messages, some of which will be sent by hand. At other times the KPH, KSM and KFS "wheel" will be sent to mark the transmitting frequencies.

Members of the public are invited to visit the receiving station for this event. The station will be open to visitors beginning at 1500PDT (3:00pm). The station is located at 17400 Sir Francis Drake Boulevard and is on the route to the Point Reyes lighthouse. Watch for a cypress lined driveway on the right about a mile past the entry to Coast Guard station NMC.

KPH and KSM are operated by the Maritime Radio Historical Society in cooperation with the Point Reyes National Seashore, part of the National Park Service.

Further information may be found on the Maritime Radio Historical Society Web site at <http://www.radiomarine.org> or by contacting Richard Dillman at +1 415-663-8982 (email: [ddillman@igc.org](mailto:ddillman@igc.org)).

BT

Station Information follows...

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KPH

KPH will transmit on 426, 500, 4247.0, 6477.5, 8642.0, 12808.5, 17016.8 and 22477.5kc.

These frequencies and those for KFS have been made available through the generous cooperation of Globe Wireless, the current owner of the KPH and KFS licenses.



KPH operators will listen for calls from ships on ITU Channel 3 in all bands. The Channel 3 frequencies are 4184.0, 6276.0, 8368.0, 12552.0, 16736.0 and 22280.5kc on HF and 500kc on MF.

Reception reports may be sent to:

Ms. DA Stoops  
P.O. Box 381  
Bolinās CA 94924-0381  
USA

Denice is a former KPH operator and was the first female telegrapher hired at the station.

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KFS

KFS will transmit on 12695.5 and 17026.0

KFS will listen for calls from ships on HF Channel 3 (see KPH listing for frequencies).

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KSM

KSM will transmit on 426, 500, 6474 and 12993kc.

(We don't have enough antennas to accommodate the other KSM frequencies.)

KSM will listen for calls from ships on 500kc and HF Channel 3 (see KPH listing for frequencies).

Reception reports may be sent to:

Ms. DA Stoops  
P.O. Box 381  
Bolinās CA 94924-0381  
USA

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WLO

(NOTE: This information has not been confirmed by WLO

at the time of this announcement.)

WLO will transmit on 438, 500, 8514.0 and 12660.0kc

WLO will listen for calls from ships on 500kc and HF Channel 3 (see KPH listing for frequencies).

Reception reports may be sent to:

WLO/KLB  
7700 RINLA AVENUE  
MOBILE, ALABAMA 36619  
USA

Or via email to: [wloradio@wloradio.com](mailto:wloradio@wloradio.com)

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KLB

KLB will transmit on 488, 500, 6411.0 and  
12917.0kc beginning at 0030 GMT

KLB will listen for calls from ships on 500kc and HF Channel 3 (see KPH listing for frequencies).

Reception reports may be sent to:

[klb@wavecable.com](mailto:klb@wavecable.com)

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NMN

For the first time since the USCG ended Morse operations NMN  
will be back on the air!

NMN will transmit on 448, 468, 500, 8471, 12718.5 and 16976kc

NMN will listen for calls from ships on 500kc and HF Channel 3 (see KPH listing for frequencies).

No reception report information has been supplied for NMN.

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(NOTE: As of this writing operators are unavailable to put NMC on the air. But it will be worth listening in case there's a last minute

change.)

NMC

NMC will transmit on 448, 472, 500, 6383.0, 8574.0 and 17220.5kc

NMC will listen for calls from ships on 500kc and HF Channel 3 (see KPH listing for frequencies).

Reception reports may be sent to:

COMMANDING OFFICER  
ATTN ITC ERIC SIMMONS  
COMMUNICATIONS AREA MASTER STATION PACIFIC  
17000 SIR FRANCIS DRAKE BLVD  
POINT REYES STATION, CALIFORNIA 94956-0560  
USA

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NOJ

(Note that NOJ will be operational on MF this year!)

NOJ will transmit on 416, 470, 500, 8650.0, 12889.5  
and 16909.7kc.

NOJ will listen for calls from ships on Channel 3 (see  
KPH listing for frequencies).

Reception reports may be sent to:

COMMANDING OFFICER  
ATTN OSCM WILLIAM KECKLER  
US COAST GUARD COMMUNICATIONS STATION KODIAK  
PO BOX 190017  
KODIAK, ALASKA 99619  
USA

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K6KPH

Amateur station K6KPH will transmit and listen on 3550, 7050 and  
14050kc for KPH, KFS and KSM reception reports. Professional  
operators will be at the key and commercial procedures will be used.  
But please don't hesitate to call, not matter what your code speed  
or experience level may be.

K6KPH verification reports may be sent to:

Ms. DA Stoops  
P.O. Box 381  
Bolinas CA 94924-0381  
USA

BT

BV ES VY 73 TO ALL,

MRHS

=====  
Richard Dillman, W6AWO  
Maritime Radio Historical Society  
<http://www.radiomarine.org>  
Collector of Harleys, Willys and  
Radios over 100lbs.  
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End of BOATANCHORS Digest 4063  
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